

make a reconnoissance and survey, and an estimate of the cost of a rail road from some point or points in Cecil county, in connexion with one or more of the improvements in said county, and thence extending by a line, as straight as may be, nearly contiguous to and parallel with the Western limits of the State of Delaware, to the southern extreme of Somerset county, with a divergent route through Worcester county, to the northern line of the State of Virginia, &c." We have not received any *official* report of the completion or extent of progress made in the survey of the route for said rail road, or of the estimate of its cost; but we have *unofficially* understood, that the survey of a route for the main line, and also an estimate of its cost, have been completed, and will be reported as soon as the chief engineer, employed in making them can prepare his report, and the necessary maps and documents to accompany it.

On application to the President of the United States, as required by the charter of the Annapolis and Potomac canal company, we procured the services of George W. Hughes, esquire, one of the United States' corps of engineers, in making the necessary surveys for the route of said canal. Mr. Hughes, in a communication to us, dated the 8th ult., states, "that the surveys and *location* of the canal are drawing to a close, and with favorable weather, will be entirely completed by the last of next week." We have not since received any further communication from Mr. Hughes, but presume that his final report of the surveys, &c. will be made without unnecessary delay. In connexion with this subject, we lay before you a copy of a communication from Mr. Hughes, and of the extracts of proceedings of the commissioners, and of the President and Directors of the Maryland canal company, enclosed and mentioned in his communication, marked No. 3.

In pursuance of the authority conferred on us by the 8th section of the act, passed at the extra session in May last, entitled "An act for the promotion of internal improvement," we appointed Charles B. Fisk esquire, of the United States' corps of engineers, to survey the several routes of the Maryland canal company, by the valleys of the Monocacy and Patapsco, or by a route diverging from the Chesapeake and Ohio canal at the mouth of the Seneca river, exclusively within the limits of this State, and to perform the other duties prescribed by the said act." And the Maryland canal company, also, in pursuance of the authority conferred by the act aforesaid, appointed George W. Hughes, esquire, another of the engineers of the United States' corps,